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May 1963

PHOTOGRAPHIC INTERPRETATION REPORT

[redacted]

LAUNCH COMPLEX G

TYURA TAM MISSILE TEST CENTER

USSR

ARMY NAVY AIR FORCE CIA

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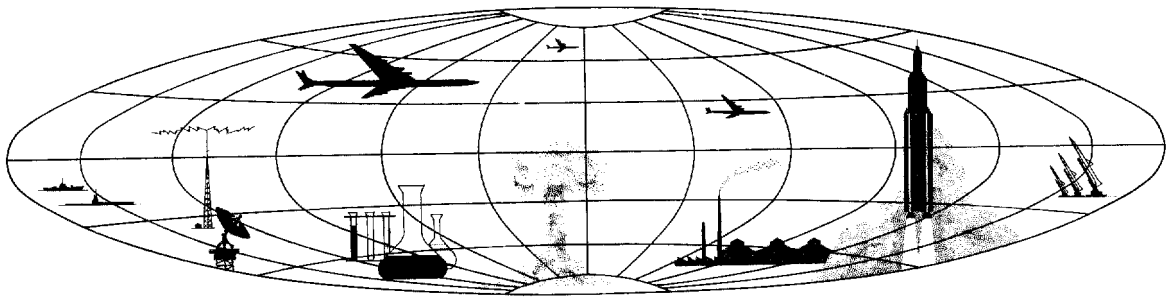

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LAUNCH COMPLEX G
TYURA TAM MISSILE TEST CENTER, USSR

INTRODUCTION

Launch Complex G (46-04N 62-56E) is located 29 nautical miles (nm) north-northwest of the Support Base and 19 nm northwest of Launch Complex A (Figure 1). It consists of a launch area and a support area, both of which are served by rail and road.

The appearance of the complex in [redacted] indicates it is in a mid-stage of construction. No activity was evident in this area in [redacted] although a survey line and scarring were present along the route of what is now the road to

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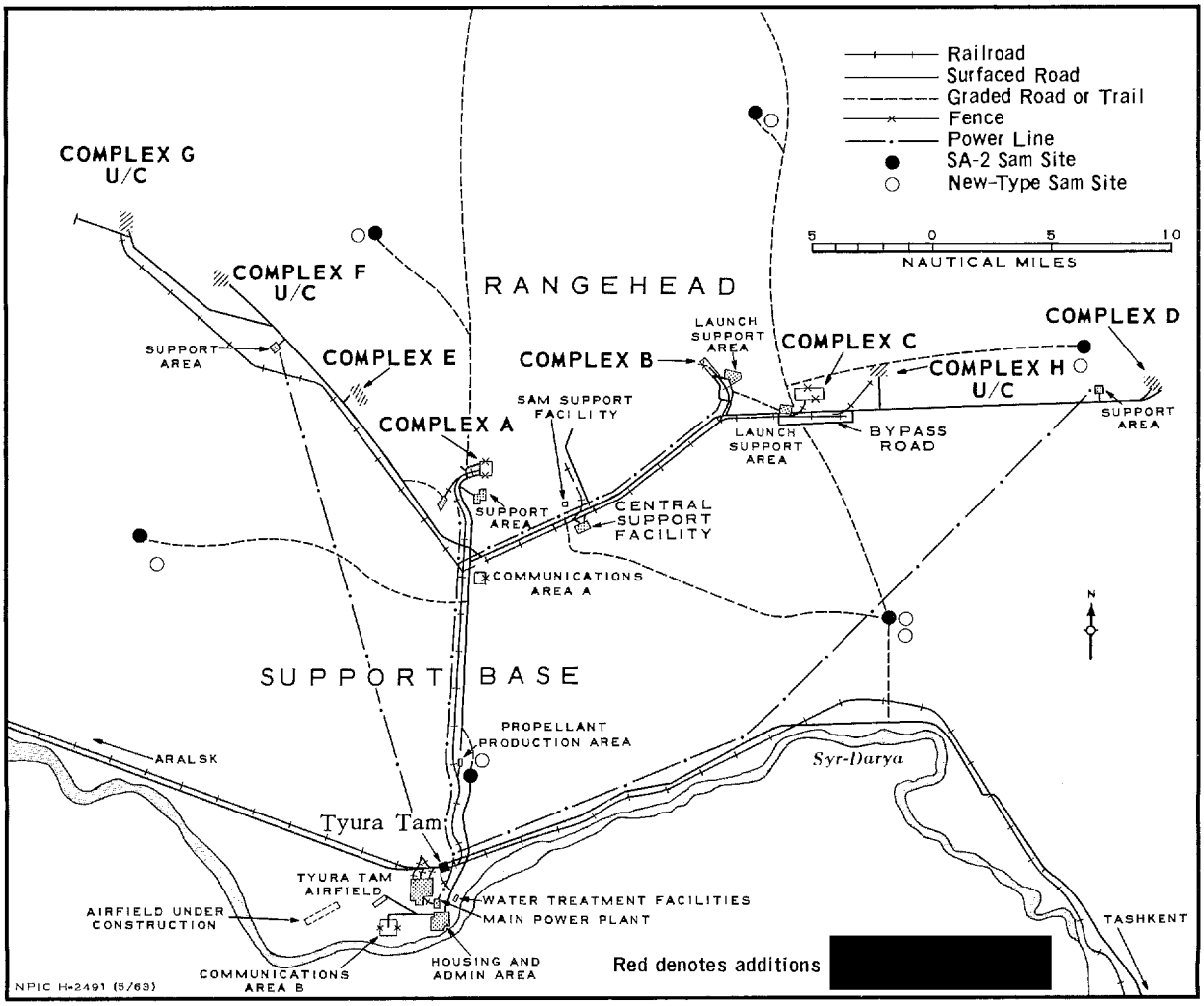

25X1D

FIGURE 1. TYURA TAM MISSILE TEST CENTER.

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25X1D the complex. In [redacted] there was no evidence of construction of any kind related to this area.

25X1D The first evidence of construction of the complex proper was present in [redacted]
25X1D when grading activity was apparent in the launch area along with some ground scarring for buildings in the support area.

25X1D Construction activity at the complex continued through the [redacted]
25X1D By [redacted] grading operations
25X1D in the launch area had expanded. In [redacted]
25X1D the foundation for the present assembly and checkout building and a rail spur leading to it were first seen.

25X1D By [redacted] additional housing and administrative buildings were present, progress was apparent on the assembly and checkout building, and the rail line extended to the launch area, which had been expanded. The complex was again covered in [redacted] 25X1D
[redacted] 25X1D but clouds, haze, and snow precluded additional interpretation.

The most recent coverage of the complex in [redacted] 25X1D provided good-quality photography (Figure 2). Construction is still in progress at both the launch area and the support area and a new road extends due west about 2.4 nm to an unidentified activity.

Although construction within the launch area has not progressed to a point where the intended configuration can be positively identified, [redacted] 25X1B

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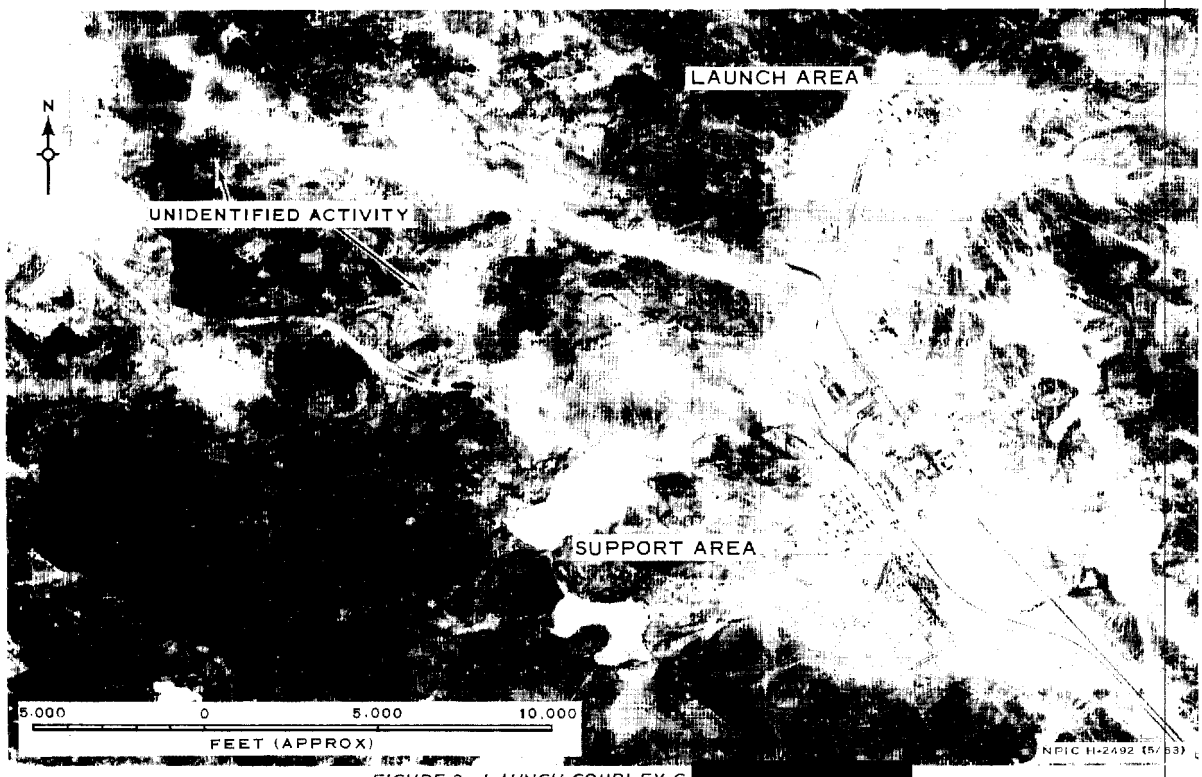

FIGURE 2. LAUNCH COMPLEX G [redacted]

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25X1B [redacted]

LAUNCH AREA

The launch area (Figure 3) continues to show a rapid increase in construction activity since [redacted] and, more particularly, since [redacted] A considerable amount of construction and earth-moving work has occurred during the past [redacted] A double fence along at least three sides of the area and a short segment of the inner fence along the fourth (southeast) side can now be identified. The fence delimits an area of at least 85 acres.

25X1D

25X1D

The rail spur which enters the launch area from the southwest splits into two dead-end spurs which are separated by a distance of about 900 feet. The position and similarity of several objects in the launch area show a distinct mirror image. Although no launch pads have been identified, the northern half of the launch area has been designated as G1 and the southern half as G2. It cannot be determined at this time if all structures at G1 will have a counterpart at G2. There are several objects located between G1 and G2 which are common to both.

The launch area contains two earth-mounded structures (items 1 and 2) measuring 70 feet square, which were probably the first facilities constructed in the area. In [redacted] these structures were not yet covered. They are separated by a distance of 300 feet from center to center. The front facing of one of them (item 1) is canted slightly as shown in Figure 3. Adjacent to the other structure (item 2) is an object (item 3) which measures 35 feet across and is probably circular. The top of this object appears to be below the general ground level at this time.

25X1D

Three other structures (items 4-6) are counterparts to these structures (items 1-3). Two large structures (items 4 and 5) measure 80 by 65 feet each and the other (item 6) is 35 feet across. All three structures appear as if they will be covered. The perpendicular to an imaginary line drawn through the center of items 2, 4, and 5 is on an azimuth of approximately 35-40 degrees.

The distance from this line of structures to the northeast inner fence line is about 600 feet. Relatively little activity has taken place in this area. Several open ditches or trenches which were dispersed throughout this area in [redacted] have been filled or covered. There was earth-moving activity in the form of irregular excavations (item 7) in front of items 1 and 4. The area also contains two probable tanks (item 8) which measure 30 feet in diameter and are separated by a distance of about 30 feet.

25X1D

There are at least four objects between G1 and G2 which are common to both. [redacted] Two other objects (items 10 and 11) are unidentified structures which measure approximately 60 by 10 feet and 50

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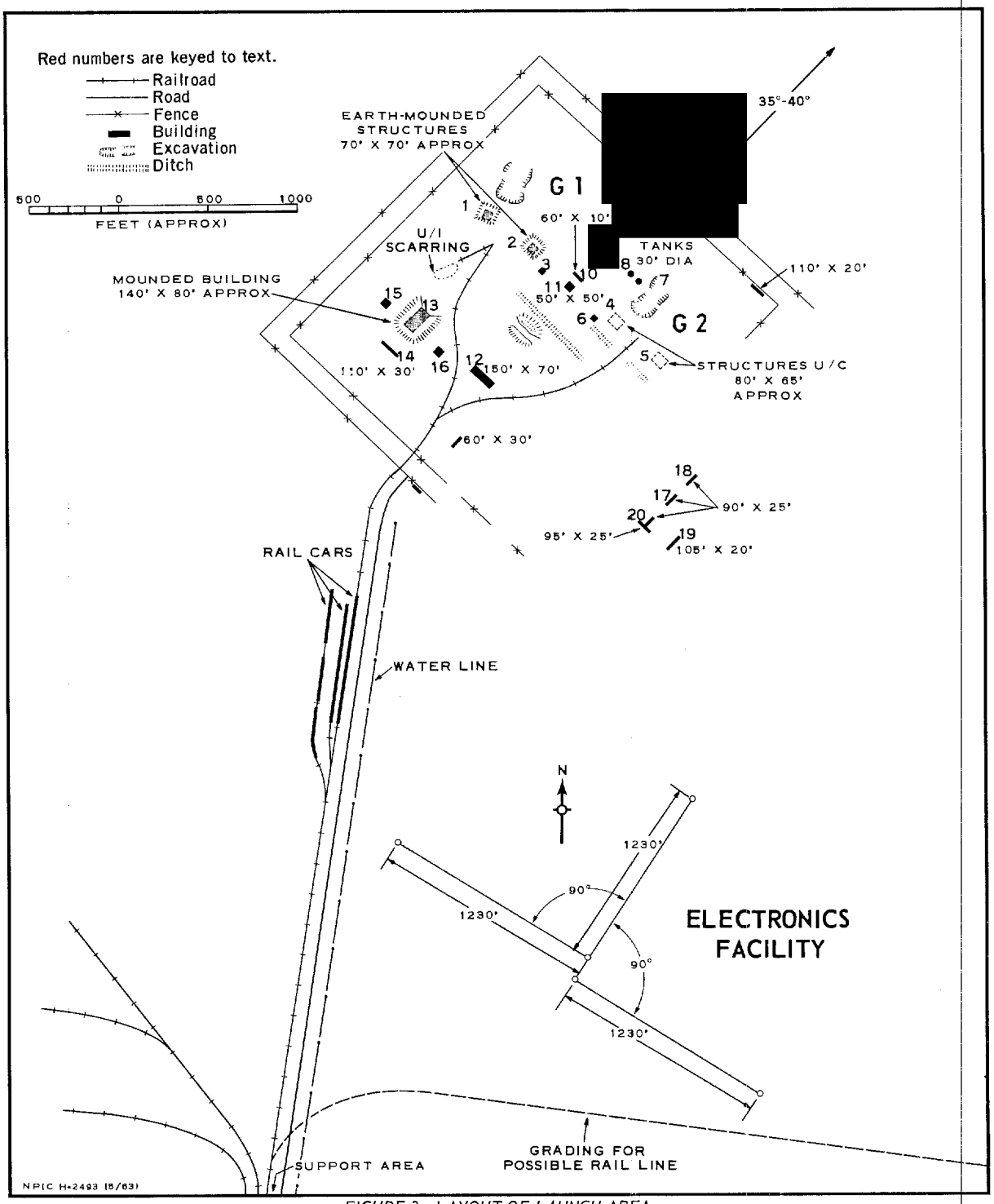

FIGURE 3. LAYOUT OF LAUNCH AREA.

feet square. The last significant feature between G1 and G2 is a building (item 12) which measures 150 by 70 feet and was under construction [redacted] It is connected by a ditch, now backfilled, to the waterline paralleling the main road and the rail line to the launch area. 25X1D

There are four significant structures (items 13-16) located in G1 which have no counterpart in G2. These include a building (item 13), 140 by 80 feet, which was under construction in [redacted] and is now earth mounded. The mounded area measures 240 by 150 feet overall. This building is estimated to be about 35 feet high and has a large opening at the forward end. To the rear of this building is a single-story building (item 14) which measures 110 by 30 feet. There are two other structures (items 15 and 16) which are probably earth mounded and measure 40 feet square. 25X1D

Significant items located outside and adjacent to the launch area are three rectangular buildings (items 17-19) and one T-shaped building (item 20) which appear to be permanent facilities. An electronics facility, probably a phase measuring device, is located about 5,000 feet south of the center of the launch area. This facility appears to have five dome-like objects and three base legs which measure 1,230 feet each. The center leg is oriented on an azimuth of approximately 25-30 degrees.

Five dead-end rail spurs were constructed west of the main road and rail line between [redacted] Numerous rail cars are present on these spurs and some of them may be utilized as housing for workers. 25X1D

SUPPORT AREA

The support area for Complex G is located about one nm south of the launch area (Figure 4). It is divided into three sections: technical support, construction support, and administration and housing. The area is served by rail and road from Tyura Tam. A waterline to the complex parallels the access road. No powerlines or security fencing have been identified.

Facilities for technical support lie on both sides of the main road running through the center of the support area. They consist of more than 20 buildings, which probably include shops and laboratories for missile research and support, and some miscellaneous small buildings. A 400-foot, rail-served assembly and checkout building is located about 2,500 feet to the northwest between the rail line and the road. Although the assembly and checkout building appears complete, rails cannot been seen entering the building, but track alignment at both ends indicates it may be a rail-through building. At present the rail siding appears to curve and pass along both sides of the building. The foundation and rail siding for the assembly and checkout building were first observed in [redacted] Another rail siding at the southeast end of the building shows indications of open storage alongside the track. 25X1D

Facilities for construction support lie in the southwest corner of the support area. They form an area about 2,100 feet long and 1,300 feet wide which includes a rectangular road pattern, two long and three short rail sidings, and about ten buildings. There is no indication of a security fence.

Activity within the construction support facilities is apparently centered around the rectangular road pattern which is about 700 feet southeast of the main rail line and parallel to it. The two long sidings adjoin the north-

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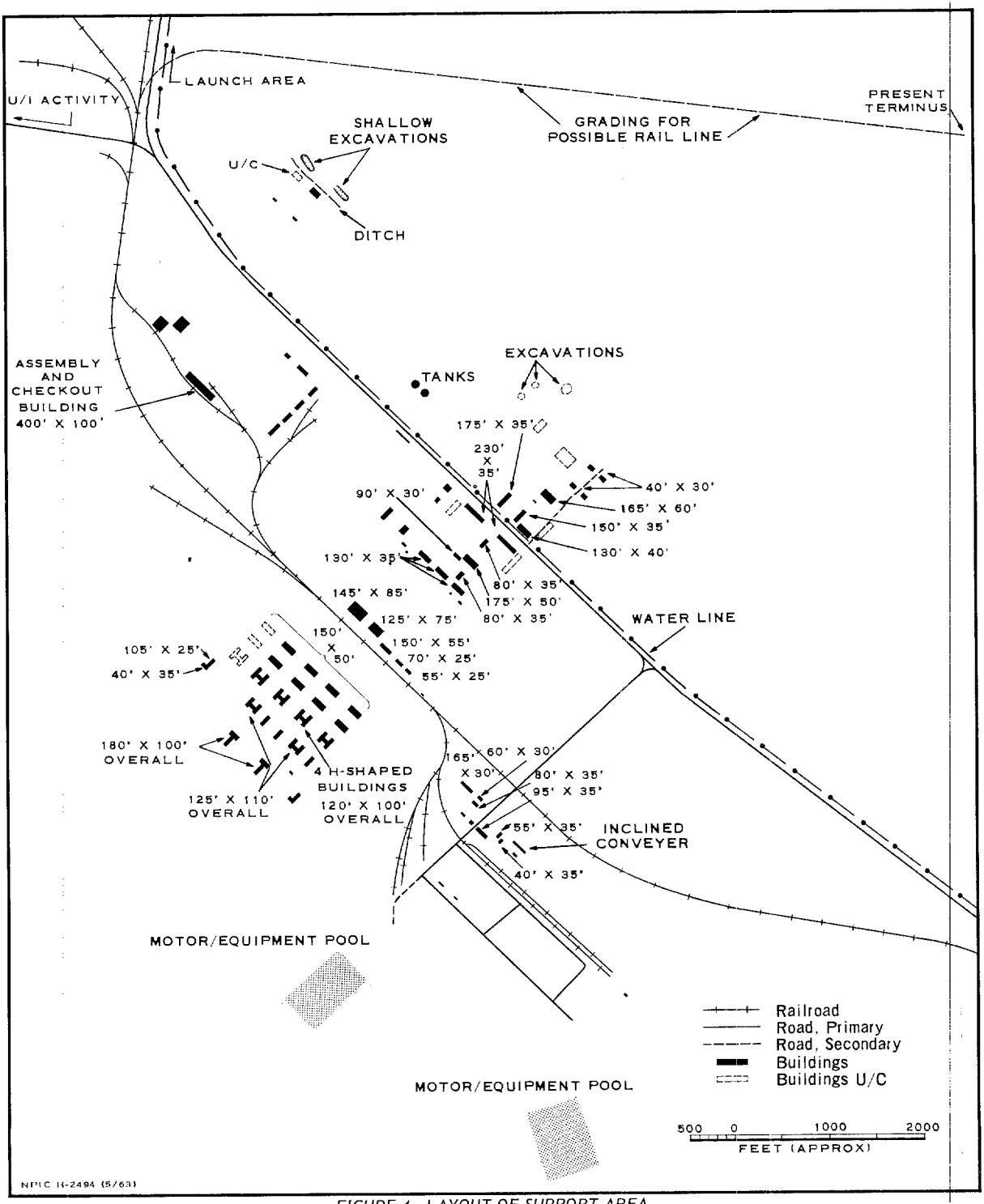

FIGURE 4. LAYOUT OF SUPPORT AREA.

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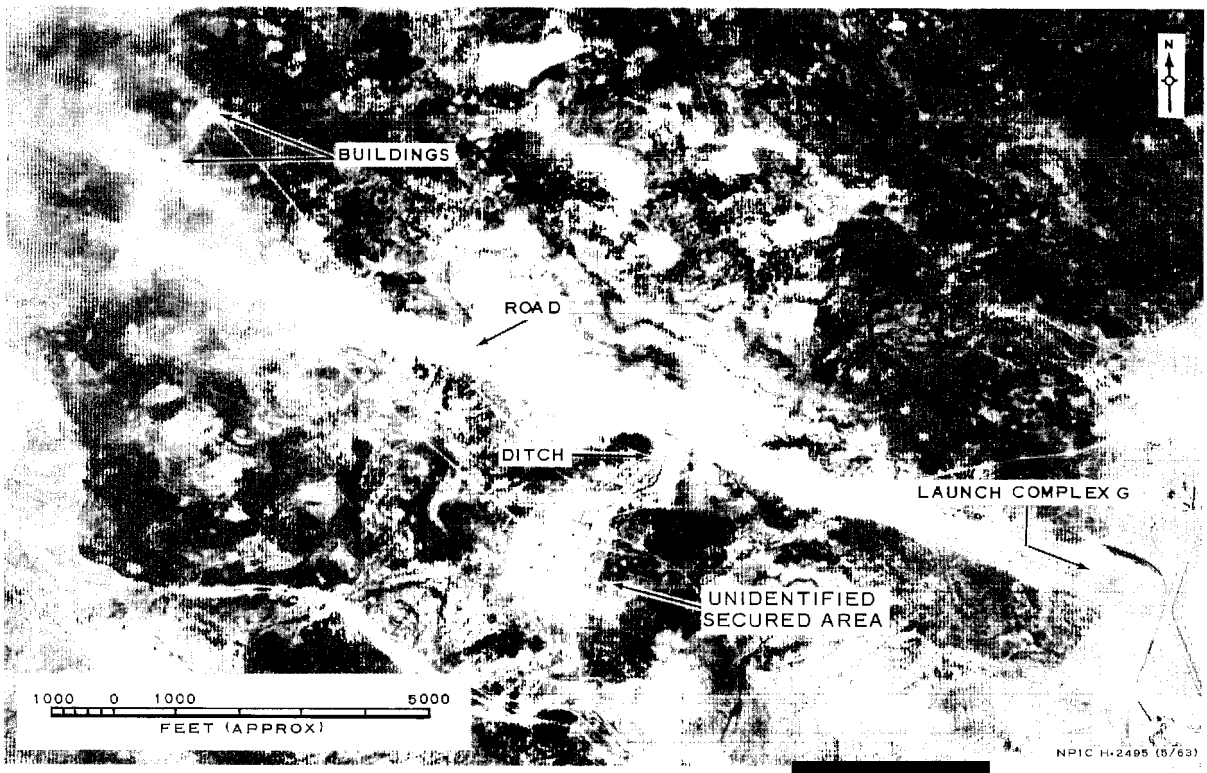

FIGURE 5. NEW ROAD AND UNIDENTIFIED ACTIVITY [redacted] 25X1D

east side of the road pattern. Both sides of the sidings are used for open and covered storage of material and equipment. The covered storage accounts for most of the buildings at this facility. An inclined conveyer and piles of aggregate are located along one side of the siding.

The three short sidings are north of the rectangular roads. One of them appears to be empty and is probably used for offloading equipment. The other two sidings apparently contain full lines of cars. Alongside one of these sidings and running about two thirds of its length is a single line of small, square, black objects. It is possible that the rail cars on these two sidings are used as living quarters and the line of square objects may be tents used to supplement the rail cars.

Two rectangular fence areas lie to the south and west of the rail spurs. They contain numerous small objects in parallel alignments and are probably motor/equipment pools.

Administrative and housing facilities are located west of the rail line and northwest of the construction support facility. At present these facilities consist of 8 barracks-type buildings, 4 H-shaped buildings, 2 U-shaped buildings, and 2 buildings whose exact outlines cannot be determined. Additional buildings are under construction.

Other features in the support area include two possible water tanks near the road north of the technical support facilities and an unidentified activity at the north end of the support area. There are also four rail sidings in addition to those previously mentioned. None of these extends into areas of marked activity and two of them appear very little used. There

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is also grading activity, apparently for a new rail line, that starts from a point between the launch area and the support area and extends east for approximately 2 nm. No evidence of this grading was present in [redacted] Considerable track activity is evident between this grading project and the launch area; however, the track activity was present prior to the appearance of the grading project.

25X1D

A new road starting from a point just north of the support area extends due west for 2.4 nm (Figure 5). It terminates at a broad ground scar that forms a right angle with the road and runs north about 1,000 feet. A small building is located at the north end of the scar. About 700 feet north-northeast of this building is evidence of ground scarring and a building under construction. No roads lead to this activity but two trails converge on it.

About halfway along the new road and about 1,200 feet south of it is a fenced rectangle containing five widely separated small buildings and a sixth one under construction. An open ditch appears to run from it to the road. No good road connection is apparent at this time. First evidence of any activity along this road was present in [redacted] when a survey line was evident along the present route.

25X1D

Construction is still in progress in the support area and several buildings are incomplete as of [redacted] Ground scars are too widespread to predict future construction; however, road patterns indicate at least two locations where more buildings will probably be constructed. Numerous small buildings throughout the support area are probably construction sheds which will be removed when construction work is complete.

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REFERENCES

PHOTOGRAPHY

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MAPS OR CHARTS

DESPA. Series 1, Sheet NL 41-5, 1st ed, Nov 62, scale 1:250,000 (TOP SECRET RUFF)

REQUIREMENT

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NPIC PROJECT

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